I-710 Major Corridor Study & EIR/EIS Briefing

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Study Area

I-710 Corridor Study Area

I-710 MCS: Project of National Significance

- Part of regional system-wide goods movement planning effort
- Principal ingress/egress point to the Ports of Long Beach and Los Angeles
- Designed to improve mobility on significantly congested freeway with major safety problems
- Plan to accommodate existing and projected growth for truck and auto traffic
The Port Complex is a major transportation and trade center:

- Nation’s busiest ports (POLB & POLA are the 5th busiest Ports in the world – 14.2 M TEU’s)
- One-third of waterborne trade through West Coast
- $300 billion in goods moved through Port Complex
Jobs and the Economy:

- Ports generate 320,000 jobs in the SCAG region
- $10 billion/year in U.S. Customs revenues and state and local taxes
- $47 billion in direct and indirect business sales
- $14.5 billion in annual trade-related wages
I-710 MCS: Purpose & Need

1. Population & Employment Growth
2. Growth in Cargo Volumes and General Purpose Traffic
3. Capacity Limitations
4. Aged Infrastructure
5. Quality of Life Issues
I-710 MCS: Key Issues

1. Air Quality/Public Health

2. Mobility – Safety, Congestion, Rebuild Non-Standard Freeway

3. Alternative Goods Movement Technology - examine ways to move containers in and out of the Ports using Green Technology
Air Quality Concerns:

- Truck volumes are contributing to increased levels of diesel particulate emissions – carcinogenic risk.

Source of Carcinogenic Risk (Toxic Air Contaminants):

- Diesel Particulate: 71%
- 1, 3 Butadiene: 11%
- Benzene: 7%
- Carbonyls: 8%
- Other: 3%

Source: MATES II, SCAQMD, based on average concentrations at 8 sites.
I-710 MCS: Reasons For Expanding - Safety

Safety Problems:

- High traffic volumes, design deficiencies, congestion, interaction between cars/trucks
- On average 5 accidents per day
- On average 1 truck related accident per day
- More truck related accidents than any other freeway in California
- Accidents are often severe/fatalities
I-710 MCS: Reasons For Expanding - Congestion

Constrained Mobility and Congestion on the Freeway and in the Communities:

- 35,000 trucks per day from the two ports
- 92,000 to 100,000 by year 2030
- 70,000 trucks per day on the I-710 south of I-405 in 2030
- 224,600 trucks and cars on the I-710 south of I-405 by 2030
- Design deficiencies
I-710 MCS: Study History

Refinement of Alternatives:

- Initial set of 12 Alternatives $\rightarrow$ 5 Alternatives $\rightarrow$ Draft Hybrid Concept $\rightarrow$ Hybrid Concept

Refined Alternatives:

- Alternative A: No Build
- Alternative B: TSM/TDM
- Alternative C: Medium General Purpose / Medium Truck
- Alternative D: High General Purpose / High HOV
- Alternative E: High Truck
LPS: Hybrid Concept

- 10 General Purpose Lanes
- 4-Lane Truckway
- Interchange Improvements
- Direct Truck Ramps
- TSM/TDM Improvements
- Truck Inspection Facility
On January 27, 2005 Metro Board adopted the “Draft Final Report on the I-710 Major Corridor Study” between the Ports of Los Angeles/Long Beach and SR-60 Pomona Freeway
I-710 MCS: Next Steps

- Initiate and Complete the I-710 Corridor Project EIR/EIS, and Engineering Project Report; and
- Conduct Community Outreach/Participation Process
I-710 Corridor Project EIR/EIS: SOW

Scope of Work:

• Project Development
• Project Approval / Environmental Documentation (PA/ED) phase
• Comprehensive joint engineering Project Report & EIR/EIS
• Preliminary Engineering – 30% Design
• Community outreach / public facilitation
I-710 Corridor Project EIR/EIS: Schedule

• Presented to Metro Board June 2007
• Issue Notice To Proceed – December 2007
• Draft EIR/EIS – expected Spring 2009
• Approved EIR/EIS expected end of 2010
Conclusion

The I-710 freeway expansion and related improvements will occur only if:

- Trust is maintained with the communities
- The health/air quality issues remain uppermost with public policy makers
- Ongoing, meaningful community participation and involvement occurs